sealift

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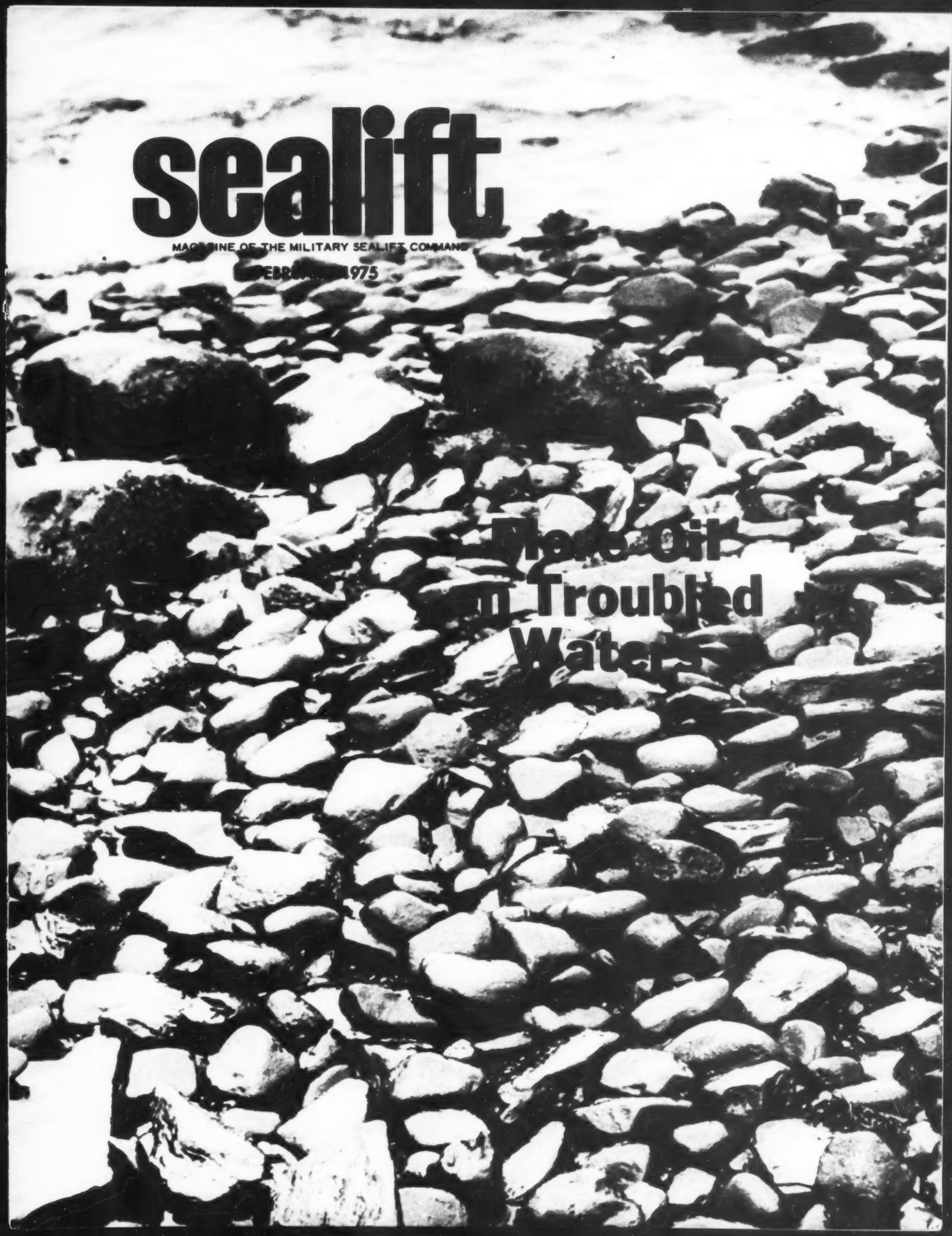
FEBRUARY 1975



Fleet Oil in Troubled Waters

Changes And Challenges

It is with personal pleasure and satisfaction that I have assumed command of the Navy's worldwide sealift organization. I am well aware of the vital role sealift fulfills in assuring our national security, and as a former commander of MSC, Far East I am familiar with the personal contributions made over the years by MSC Civil Service mariners, by those who support them ashore, and by the men and women who are a part of the U.S. maritime industry.

During recent discussions with MSC employees and others at the headquarters level, I have been most favorably impressed by their attitudes and dedication to the MSC mission. While in this assignment, I plan to visit as many of our MSC activities as possible to afford me the opportunity to exchange views with you concerning further enhancement of the reputation of this command. As we are all aware, the reputation of an organization is a direct reflection of the dedication, attitudes, and abilities of its members.

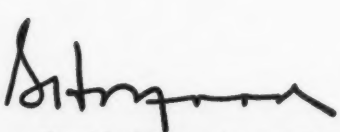
Much is said and written these days about image making through use of communications media and public relations techniques. I do not believe that a true command image can be created. Like our own individual personalities, it exists and is interpreted or judged by all those with whom we come in contact. The real MSC image makers are the men and women who are the heart of the command, the people who do the job.

MSC already has an outstanding reputation. I shall do all that I can to add to that reputation. I am concerned, however, that the operations, accomplishments and problems of MSC and its people are not as fully recognized or understood as they might be outside logistics-transportation circles.

Working together, we can continue to bolster the command image by performing our many tasks in an outstanding manner for our deeds and our attitudes are the basic elements of the image seen both by the members of the military services we support and the public we serve.

Our other essential element is communication. It is a valid fact, I think, that people's attitudes are primarily a product of the information they have, and their acceptance of the relevance, timeliness and completeness of that information. All of us—commander, supervisor and worker—must do all we can to stimulate the continuing flow of information among command members.

Having recently been a member of the Navy Comptroller's staff, I am well aware of the tremendous and continuing impact of inflation on the Defense budget. In the coming months and years, managerial and productivity challenges we will face will be greater than ever before. Transportation costs represent a substantial part of the Defense budget. Our responsibility is to keep those costs as low as possible as we fulfill the sealift requirements assigned us by the Department of Defense. It already is a tough assignment, and it will become even more so; however, I am looking forward to addressing the many mutual problems we will face. While those challenges will be tough indeed, they also make our job more interesting, and more rewarding.



Commander, Military Sealift Command

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More Oil on Troubled Waters

By Howard L. Rosenberg

"Pollution, pollution,
you got smog and sewage and mud.
Turn on your tap,
and get hot and cold running crud."

Those lyrics from a song by satirist Tom Lehrer were a lot funnier back in the early 1960s when the spectre of ruptured eco-systems did not loom so darkly and drearily over the polluted horizon.

Gone are the days when we spoke freely of the vast unplucked riches to be found in the seas. Past are the dreamy assurances that when disaster struck, man could always turn to a huge cornucopia of food beneath the waves. The fact is, the bountiful riches and unending supply of food in the world's oceans simply does not exist. If it was ever there, it's virtually gone now, the victim of exploitative fishing and massive water pollution.

Noted ocean author Wesley Marx said in Smithsonian magazine it was a myth that if we develop more sophisticated fishing techniques as the Japanese and the Russians have, the oceans hold a limitless food supply. In reality, there are fewer fish now than there were 20 years ago and many species are approaching depletion. For example, during the Depression in the late 1920s and early 1930s, millions of Americans ate California sardines which were much cheaper than meat and easier to store. The California sardine has been fished out. Though now protected by the Federal Government, they are not expected to recover in even small commercial quantities until the 21st century.

Marx said it was a myth that farming fish, shellfish, plankton and kelp in the sea and in fresh water could supply us with more food than we'll ever need. In reality, based on current technology, sea farms will probably never amount to anything more than a supplement to our present food supplies.

Also, said Marx, oil lying under the Atlantic continental shelf will not provide a solution to the energy needs of the United States. In reality, the way we use up oil, our undersea supply could be depleted by 1985 if we used it exclusively. Including known offshore and Alaskan oil reserves, the total proven U.S. oil reserves has been recently estimated at 48 billion barrels. Annual consumption in the United States is now about five billion barrels.

Happily, said Marx, it is also a myth that Americans prefer a fast dollar in the form of an oil refinery or a housing complex to a stretch of open beach or marsh. Many coastal states and localities are resisting proposals for offshore drilling sites, oil terminals and housing development.

The dangers in over-exploitation of the ocean frontier are apparent in both the history of land settlement and the previously cited oceanic mistakes. In the early settlement of the plains states exploitative hunters might have said, "Kill the buffalo. Hell, there's millions of 'em." We are all painfully aware of the fallacy of that statement.

The ocean frontier must not be abused the way a number of land areas have been all over the world. Forests were cleared for lumber, and wildlife in many forms disappeared. If the ocean is tamed with the same disregard for ecological consequences that marked other pioneering efforts of man, then the future of man is indeed bleak. A dead sea cannot be recovered or restocked. Jacques Costeau, the renowned ocean explorer, said, "We must no longer regard the ocean as a mystery or a menace, something so vast and invulnerable that we need not concern ourselves with it."

The world's water supply is precious. If it is fouled, there is nowhere else to turn. Vast reserves cannot be created. Water is not a self-renewing resource, but rather a part of a continuous cycle, the hydrologic cycle. Only the placement of water has changed since the oceans were

Technicians test effectiveness of "capillardiamin" in fighting oil spills. Marketed by Schaum Corp. in Germany, the material is used as insulation for buildings. Its developers claim one cubic foot of the plastic-type foam can hold up to 40 pounds of oil. The material can then be treated chemically and used for fertilizer, as a food for marine life or for land fill.

first formed billions of years ago. The amount has remained relatively stable.

The exploration for more oil presents great problems. Huge marine deserts are created when oil slicks destroy areas of fertile and delicately balanced plankton. Garbage, sewage sludge, chemical and industrial wastes pile up on the continental shelves and create an environment where the organisms which recycle the nutrients essential to life simply cease to grow. And today, the introduction of new and sophisticated chemical compounds into the marine environment are totally incompatible with the creatures and natural balance of the sea. We are not even yet aware what long-term effects the introduction of stable petrochemical compounds and radioactive nuclear wastes will ultimately have on life in the sea.

For the first time, there is now federal legislation to prevent dumping garbage and wastes into ocean estuaries in the United States. For years many shoreside communities have dumped millions of tons of garbage and sewage into the nation's waterways, virtually destroying the areas where fish come to spawn.

The oil crisis of 1973 and the subsequent higher and higher prices of fuel have been a boon to the tanker shipbuilding industry. Supertankers which were well on their way to becoming a major part of the world's tanker fleet, received added impetus in 1967 when the Arabs closed the Suez Canal, and again during the oil boycott. The medium 60,000 deadweight-ton (DWT) tankers which had traditionally carried oil from the Persian Gulf to oil-consuming Western Europe, Japan and the United States were rapidly replaced with giant supertankers of 200,000 DWT and up.

Prospects of massive oil spills have weighed heavily on the fears of conservationists all over the world. Their fears have, for the most part, been realized.

According to John Murphy (D-N.Y.), member of the House Committee on Merchant Marine & Fisheries, it is now estimated that about 10 million tons of oil is spilled into the oceans each year and that figure is rising. Of that amount, about three million tons appears to come from land-based sources. Another 1.4 million tons comes from tanker operations and a full 70 per cent of tanker ocean oil pollution comes from tank cleaning operations. Tanker accidents cause another 18 per cent, bilge pumping, leaks and bunkering spills account for 7 per cent and terminal operations produce another 5 per cent of the total.

That three million tons coming from land based sources is not a figure that should be taken lightly. Oil dripped from machinery and automobile engines that is flushed down factory and household drains is placed into the water tables of communities, then into rivers and streams and ultimately back to the ocean. On the way, immense inland damage is done.

With the continued construction of bigger and bigger supertankers the figure of 18 per cent of pollution coming from tanker accidents may rise.

Last month, two oil spills were reported in the world press on the same day. At Bantry Bay on Ireland's southwest tip, 113,000 gallons of oil leaked from the 210,000 DWT supertanker Afran Zodiac. The leak was attributed to a worker who inadvertently forgot to shut off an underwater transfer valve. Several thousand miles away, the Japanese 237,698 DWT supertanker Showa Maru ran aground in the Strait of Malacca five miles southeast of Singapore. A hole punched in the tanker's hull leaked more than a million gallons of crude oil into the sea.

Several months ago, a South African named Noel Mostert published a book called *Supership*. The book detailed the fast growing supertanker industry and Mostert direly predicted severe consequences of the seemingly insatiable world appetite for oil. Mostert pointed out that a collision at sea between two supertankers could have immense consequences on the once pristine oceans. He bemoaned the fact supertankers of the 200,000 DWT class traveling at 16 knots take at least three miles and 21 or 22 minutes to stop. Their huge size and weight make them unwieldly, unmaneuverable and

according to Mostert, "Considering the size of the ships, the steel is immensely thin. If one of them runs aground, it just tears itself open." Mostert also feared the highly traveled Strait of Malacca as a site of potential catastrophe. His predictions came true last month.

At its narrowest point, the Strait of Malacca is only six miles wide. It is 300 miles long and in 1972 handled more than 40,000 ships. Sunken ships serve as markers all along the way and great underwater sand dunes shift so often with the currents that the depth of the strait constantly changes, sometimes averaging only 40 feet. So shallow is the strait, that supertankers which sometimes draw 80-90 feet of water, avoid it and hence add three days to their voyages. In 1969, another Japanese tanker, the 150,000 DWT Tokyo Maru, went aground in the strait and backed up traffic for more than 300 miles.

It was documented in 1972 by Lloyd's Register of Shipping, that of the world's fleet of 60,000 oceangoing ships, one sank daily. That same year, 40 per cent of all ship traffic involved tankers. That figure has been rising. The U.S. Coast Guard reported that ships colliding and going aground in U.S. waters in 1970 were responsible for 23 oil spills of 1.2 million gallons. Most of that was crude oil but the figure included quantities of tolune, lye, carbon, black bunker, gasoline and hexanol—all more toxic to sea life than oil.

How much does oil spill clean-up cost the world each year? No one knows, but adding individual companies' expenditures in 1972 it averaged $100 million, wrote Thomas O'Toole of the Washington Post. The price has gone up. O'Toole said marine insurance premiums jumped over 40 per cent in the last five years and premiums on supertankers of 200,000 DWT cost between $1 million and $1.2 million a year. Approximately three million tons of oil move each day on the seas. Gulf Oil Corp. uses tankers capable of carrying 326,000 tons of oil each. Each load is equivalent to one-quarter of the U.S. daily crude production and yet at present there is not a single deepwater port on the East or Gulf Coasts of the United States capable of handling the giant ships.

No one is more acutely aware of the potential for disaster than the oil companies. Their research into prevention and containment of oil spills goes on all the time. According to author John Frye, in 1967 nine petroleum and related companies spent $88 million for all pollution control, 54 per cent of it for water. A year later the same companies spent $106 million, 45 per cent of it for water. But, say conservationists, in an industry where the net profit is a half billion to $1.5 billion, is it enough?

The answer depends on what the money has bought. From the oceanographic point of view, the most important gain in recent years is the load on top (LOT) procedure of handling oily tanker ballast water. Shell Oil introduced the method in 1962 and since then, an estimated 75 per cent of the world's crude oil tankers practice it.

The method is based on the fact that oil floats on top of water, so clean ballast is drained from the bottom, careful to leave the oil in the tank.

New corrective dispersants which are fast acting and supposedly harmless to marine life have been developed over the years to deal with accidental oil spills. Early detergents and emulsifiers often caused more harm than

Workers at the Navy's Melville tank farm try to neutralize an oil spill.

good, destroying intricate parts of the marine food chain. Unfortunately, nothing alien added to sea water is harmless. Anything pumped into the ocean is a pollutant of some kind. Even too much rain water concentrated on a particular stretch of ocean can upset the salinity of the water and kill oysters.

There are several barrier-type devices that have been developed to contain spills. They include inflatable hose-type booms, with neoprene or aluminum skirts and an installation for the bottom of a threatened area that creates a vertical upwelling of water dividing at the surface and flowing in both directions away from the barrier. This has been used successfully.

The disadvantage is that rough water reduces effectiveness. Waves from atmospheric turbulence or another ship's propeller backwash, can wash the oil right over them. Suction or skimmer apparatus must arrive immediately at the scene to take up oil, otherwise it rapidly spreads over a wide area. Other controls range from hay, straw and shredded polyurethane foam to soak up the oil from shore disposal. In extreme cases where nothing else can be done, carbonized sand is used to sink the oil—thus destroying bottom life.

Another death common to sea life comes from explosions used to create seismic waves so engineers can search for possible oil deposits. Though damage from an oil spill may not show up for days or months, deaths from underwater explosions are easily seen by fishermen as thousands of dead fish float on the water in the immediate area. In the last 10 years the problem has been the

MEANWHILE, BACK AT THE COMMAND:

MSC has its own problems with marine pollution—and its own solutions.

MSC issued an Environmental Impact Assessment at the early planning stages for the nine new 25,000 DWT tankers going into MSC service under the build and charter program. The EIA was favorable since the tankers employ the latest methods of fuel handling, safety and collection-holding-transfer systems and they replaced sixteen 30-year-old T-2 tankers.

EIAs are now being prepared on Cool Barge operations in the Arctic which has a history of safe practices and little disturbance of the delicate Arctic wildlife.

Military Sealift Command complies with all the Navy and Coast Guard operation procedures—and then some. MSC nucleus ships are not allowed to discharge any oily wastes containing the heavier oils such as Navy special, diesel, distillate or lubricants in the open ocean.

Within 100 miles of the U.S. coast, no MSC ship is to discharge any form of oil over the side. Discharge of chemical or toxic wastes is prohibited anywhere. MSC ships are not allowed to discharge any garbage within 50 miles of any coastline or any other trash within a hundred miles of a coastline, foreign or domestic. These restrictions are tighter than those required by Coast Guard or federal government.

But, there is a catch. The command has limited control over crews of chartered ships which are the mainstay of government sealift. Though control over government-owned Civil Service-crewed and bareboat chartered ships is tight, there is little chance to familiarize masters and crews of time-chartered vessels of MSC's unique requirements in pollution prevention.

U.S. flag ships, however, are subject to Coast Guard regulations, public law, and international agreement. Still mishaps do occur.

And MSC is not without its mistakes. From November to January there were three separate oil spills by MSC ships. Though the objective of the MSC Environmental Protection Program is to reduce all MSC ship polluting to the absolute minimum, "the occurrence of an oil spill is the most visible sign of errors," said Fred Hutchinson, MSC pollution program coordinator.

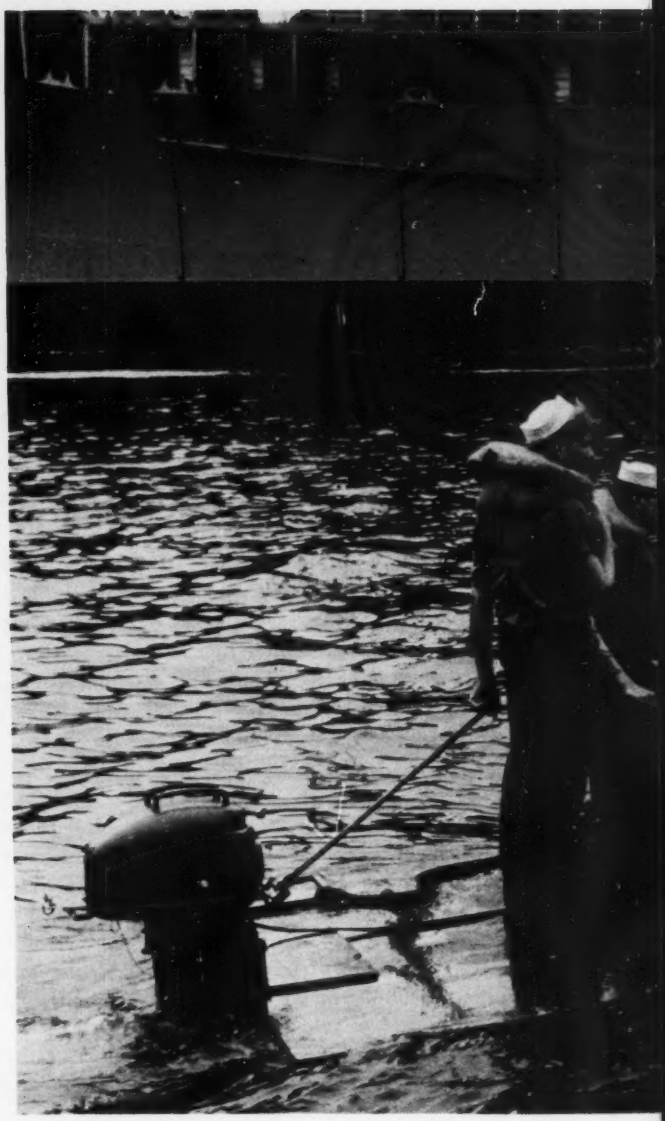
Hutchinson pointed out that a review of the 1974 MSC ship oil spill record revealed 18 reported spills compared with 22 incidents reported in 1973. That's a marginal improvement of 18 per cent and assumes that all spills were reported. Of personal concern to Hutchinson was the fact that only 3 of 18 spills were solely the result of mechanical failure. The rest could be attributed partially or in full to human error or negligence during oil transfers, deballasting or stripping operations.

"The biggest problem we have," said Hutchinson, "is the human element. Some guy will turn the wrong valve or go get a cup of coffee during an oil transfer and a hose will slip off and boom—50 gallons of oil into the sea before anyone knows what's happened. It's apparent that we have in some instances had a lack of crew awareness or proper supervision. We've already had an MSC ship oil spill this year where the cause was stated as 'improper line-up while transferring fuel from ship to barge.'"

Hutchinson has recommended stricter adherence to EPA directives and shipboard training, stressing the need for supervision, attention to detail and precautionary measures prior to and during fuel transfers. He would also like to see environmental protection efforts and awareness incorporated into shipboard administrative inspections and quick disciplinary action against offenders.

Hutchinson wonders whether training is adequate for those handling fuel transfers. He is not the only one wondering. Maritime Administration is in the midst of writing an environmental protection manual for merchant seamen.

Workers skim off oil spilled at the Melville tank farm in Newport, R.I.



SA James A. Jesse and SN Kenneth S. Lapham cruise aboard the Scoopamaran to collect floating trash around the Navy ships tied up at San Diego. The craft was designed and built by Navy men.

subject of immense research and scientists have found alternate means of creating seismic waves using sound that apparently is harmless to fish.

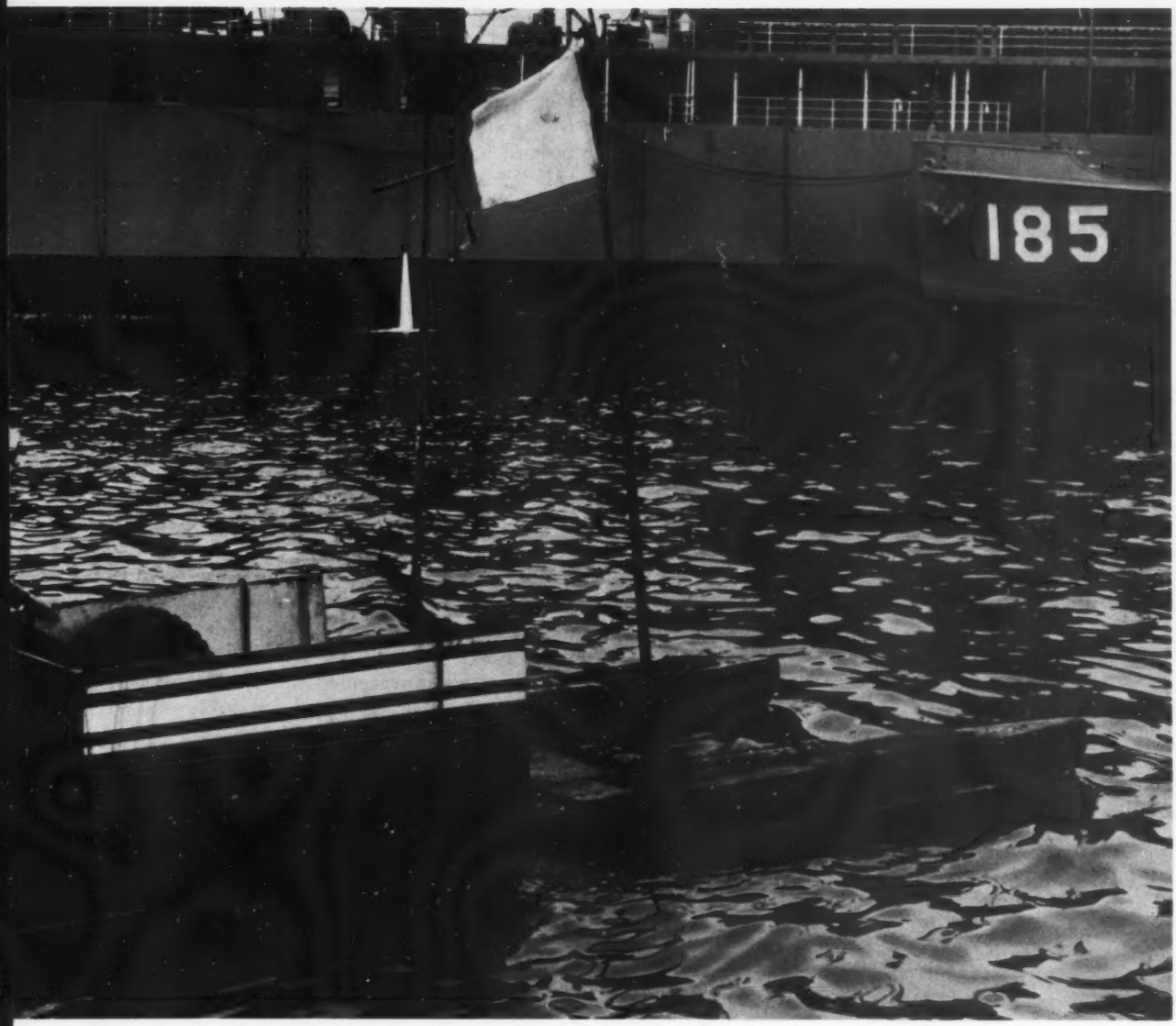
The search for better ways to prevent and contain oil spills and leakage goes on in various government agencies and in private industry. The Coast Guard is responsible for much of the research into the safety of huge supertankers.

A Coast Guard proposal demanding tankers to have double hulls in the future has been set aside for various reasons.

Coast Guard research revealed several inherent disadvantages to double hulls on large tankers. First, a decrease in stability with a decrease in resistance to capsizing. Secondly, a grounded double bottom would have a loss of bouyancy hampering salvage operations and increasing the potential for losing an entire cargo. Third, there is a potential for gas accumulation in the double bottom and the danger of explosion and finally, the double bottom would only protect leakage in the case of a minor accident.

The Coast Guard also maintains the National Strike Force capable of responding to an oil spill incident anywhere in the United States. Each of these strike teams is composed of personnel specially trained and equipped for "response" including identification of perpetrators, clean-up operations and coordinating of disparate forces, both organized and volunteer. In addition, all Coast Guard district offices and captains of ports are charged with similar duties on a local basis.

Under the Federal Water Pollution Control Act as amended in October 1972, those responsible for water pollution are subject to penalties. Failure on the part of a polluter to report a discharge can result in a criminal



penalty of up to $10,000 and one year in jail. The Coast Guard has the authority to assess a civil penalty of up to $5,000 for each discharge and can administratively revoke or suspend a seaman's certification or an officer's license for violations.

The problems will not go away. Indeed, they seem to grow. Concerned about the potential for oil spills, Atlantic coastal states in particular regard the monster supertankers with almost universal dread. But oil company officials and some Congressional leaders argue that supertankers are fast becoming the only economical means for carrying oil long distances. The U.S. appetite for oil is seemingly insatiable.

Two years ago, Robert J. Blackwell, assistant secretary of commerce for maritime affairs, said, "The crunch really hasn't started, but when the gasoline and fuel shortages hit hard, I see people opting to take a little more pollution."

Other government officials all the way up to the President now are echoing his thoughts. In his State of the Union message last month, President Ford recommended a moratorium on Environmental Protection Agency edicts requiring stringent auto pollution control devices by 1976.

Mostert doesn't see the supertanker as the ship of the far future, however. He estimates that as Arab oil-producing countries industrialize, they will build their own refineries and ships of the future will be "60,000-ton tankers carrying refined products."

The thirst for oil is capable of using all the oil the Arabs can supply. With the current use of petroleum products for energy, the United States will have to import from offshore sources anywhere from 12 to 18 million barrels of oil per day by 1985. The estimates vary de-

pending on who you're talking to, but unless alternate sources of energy are developed and put into use in the next decade, the stranglehold that Third World oil-producing nations have on the oil-consuming nations is not likely to loosen. And that means potential for pollution remains.

Admittedly, with regard to ocean pollution, the Environmental Protection Agency is in a state of flux. Robert J. McManus, the director of the oceans division office of international activities at EPA said, "Most resources (of the EPA) have been allocated to implementing the Federal Water Pollution Control Act amendments of 1972, which strongly emphasizes internal waters."

However, McManus also said that he didn't think "the problem of marine pollution will remain in the background much longer. And as mankind searches for energy and protein, and thus places increasing strains on the marine environment, I believe it will become more and more obvious that the ocean areas outside national boundaries simply cannot be assumed able to take care of themselves. There are respected scientists who fear that the world's oceans will cease to become biologically productive within 50 years. Such fears may turn out to be groundless, of course, but considering the implications of such serious marine pollution, it is simply irresponsible to respond by saying, 'Oh yeah! Prove it!' "

EPA regulations prohibit such pollution as dumping garbage and waste within the 12-mile limit of U.S. territorial waters without a permit, and provide guidelines on offshore drilling, spill control and so on. However, the regulations are so ambiguous, permit applications lie pending for inordinate amounts of time and enforcement is difficult since loop-holes in the regulations stretch litigation in the courts into months and years. Meanwhile, operations go on.

Recognizing the potential and present problems of ocean pollution, former Chief of Naval Operations Adm. Elmo R. Zumwalt created the Navy Environmental Protection Program in 1970.

Cmdr. J. B. Groff, director of chief of naval operations' Environmental Protection Division said, "Oil and oily wastes claim high priority in the Navy's programs. Oily waste, which contains less than one per cent oil, is generated aboard a carrier in port in quantities of more than 300,000 gallons per day. A small destroyer generates about 5,000 gallons of oily waste per day." In the past, waste would be routinely pumped over the side, now it is pumped ashore for treatment. Oil and water separators are being developed for installation aboard all ships; however, implementation is sometime in the future.

Unfortunately, at sea, oily waste is still pumped over the side and though the oil content is small, as the EPA is fond of saying, "Dilution is no solution."

Human waste is another serious problem. Aboard ship, sinks, toilets and water closets drain into the sea—a pollution problem that must be contended with. Navy has developed and put into use aboard two ships experimental collection, holding and transfer (CHT) systems to be used to pump human waste ashore when in port for treatment, and to hold human waste at sea until reaching port. However, not all ports have facilities to receive the waste for treatment, and though CHT systems are planned for all major combatants with large crews, the cost is high. Aircraft carriers have a crew of anywhere from 4,000 to more than 5,000 men. The refitting of a carrier for the CHT system would cost more than $3.8 million, for a destroyer, about half a million.

There are other pollution control projects being worked on by Navy, but few have been implemented. Navy ships are nearly all converted to burn Navy distillate fuel rather than black, which significantly reduces smoke from stack emissions.

Section 102.2(c) of the National Environmental Policy Act (P.L.-190) requires that a detailed environmental impact statement (EIS) be included in "every recommendation or report on proposals for legislation and other major federal actions significantly affecting the quality of the human environment." This requirement was implemented by the Department of Defense in August 1971 and shortly thereafter, by the three military services.

It is Navy policy that at the inception or earliest decision-making stage of an action, including the preparation of recommendations of reports or proposals for legislation, an assessment of the probable ecological and environmental impacts of that action shall be made by the appropriate component, or other designated or subordinate command. This is applicable to Navy actions worldwide, except when the Navy is not the primary decision-making authority.

Due to past experience, the Navy has found that certain naval actions are extremely sensitive to public opinion because of their environmental impact. For these actions, an EIS is mandatory. These actions include development or purchase of new types of weapon systems, real estate acquisitions (including housing projects), dredging projects that require soil disposition, disposal of biological or chemical munitions, pesticides or herbicides, new bases, new target ranges, awarding or terminating fuel contracts or any action that is likely to be controversial.

Once environmental programs are finally implemented sometime in the future, the questions will be: Are they enough? And, are they in time?

At the snail's pace environmental protection is progressing, and with the more tangible problems of the economy, it would appear that maybe, just maybe, our children will know the answers.

O.K. GANG!

Grab your Brownies and Nikons and start shootin'!!

Somewhere, among the penguins of Antarctica, South Sea islands palms, Indian Ocean sunsets, even in MSC offices in Brooklyn, Oakland, or other exotic places, prize winning photographs of MSC worldwide operations are waiting to be captured and made part of Navy history.

So, photographers, man your cameras. A sealift photo contest is under way. We would like to offer prizes for the winners, but the lawyers say it's illegal, and the budget people say if it were legal, they couldn't offer any money.

No matter. Your prize-winning photos will not only be reprinted in Sealift magazine but submitted to a wide range of daily, weekly and monthly publications for all the world to see and admire.

Here are the rules. Pictures will be judged in three categories — shipboard operations, human interest with marine motif, and salon-type pictures on subjects pertaining to ships, ports and seafaring. There will be first, second and third place winners in each category.

The contest is open to anybody connected with MSC in any capacity —military or civilian. The only requirement is that he or she must have been on an MSC pay status or in an MSC reserve unit at the time the picture was taken. You may submit as many entries as you wish.

Judges will be Harold Flecknoe, photography columnist for the Washington (D.C.) Star-News; John Neubauer, long-time Washington commercial photographer and Washington correspondent for Popular Photography magazine; Robert Carlisle, head of still photo branch, Navy office of information, and Russell Egnor, MSC headquarters photographer.

Entrants must agree that photos may be reproduced at the discretion of the MSC legislative and public affairs office.

Black and white entries as well as color prints or transparencies may be submitted.

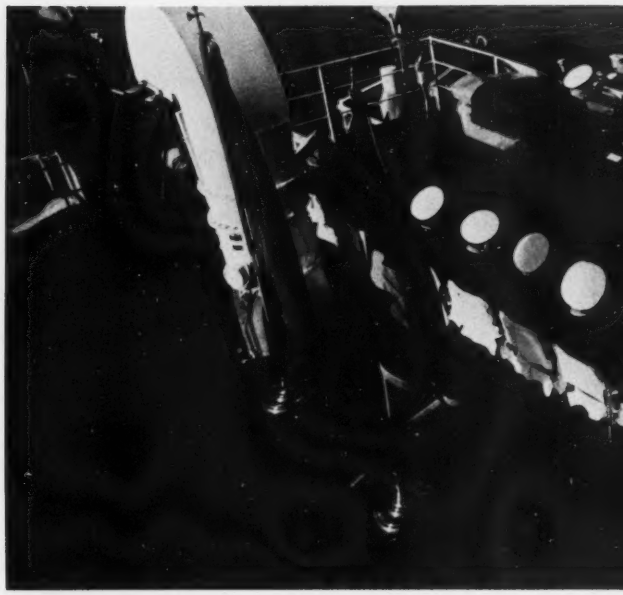
All photos must be received no later than July 15, 1975 to be eligible. Pictures will be returned only if specifically requested. Name of photographer, together with address, phone number and MSC activity must be attached to each photo. Winners will be listed in Sealift magazine following the judging.

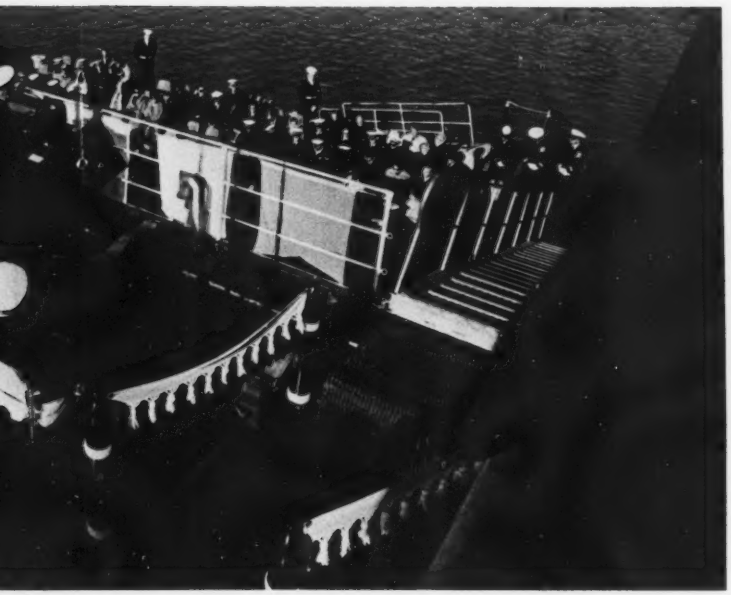
Mail entries to Legislative and Public Affairs Office (M-OOD), Military Sealift Command, Navy Department, Washington, D.C. 20390.

Good shooting!

Rear Admiral Sam H. Moore walks toward the gangway to board Kane and assume his duties as the ninth MSC commander.

Rear Adm. John D. Chase speaks to dignitaries and guests from the fantail of the USNS Kane.





A platoon of the Navy ceremonial guard arrives.

Vice Chief of Naval Operations Adm. Worth H. Bagley and his aide Lt. Cmdr. Conrad Lautenbacher arrive at the pier.

MSC deputy executive director and Mrs. Joseph Brogan.

U.S. Naval Academy Band provided music.

SCPO Richard Aarhus holds Admiral Chase's flag prior to presenting it to him after a 13-gun salute.

and Circumstance

Admiral Moore gets a "good-luck" handshake from outgoing commander Admiral John D. Chase.

Photos by Howard L. Rosenberg

But there was always Hope

By Linda McDaniel

Motorists on San Francisco's Golden Gate Bridge slowed to gaze as the ship passed below, bound for Indonesia on her maiden voyage. It was early on the morning of Sept. 22, 1960. Her huge superstructure a gleaming white, massive green letters painted on the hull spelled out the ship's name—HOPE.

Her mission was to provide medical facilities, training and services to citizens of developing nations. That 14-year task came to an end last month when the hospital ship was sold to a scrap metal contractor in Philadelphia, Pa.

For years she was the most prominent symbol of Project HOPE, or Health Opportunity for People Everywhere. Yet another victim of inflation, rising operating costs dictated her demise.

Dr. William B. Walsh originated the idea of using a ship to bring medical aid and training to needy countries. He also provided much of the impetus necessary to transform the idea into reality.

HOPE currently conducts programs in 11 countries located on three continents.

Project HOPE schools of health sciences are located in Maceio and Natal, Brazil, Bridgetown, Barbados, and Kingston, Jamaica.

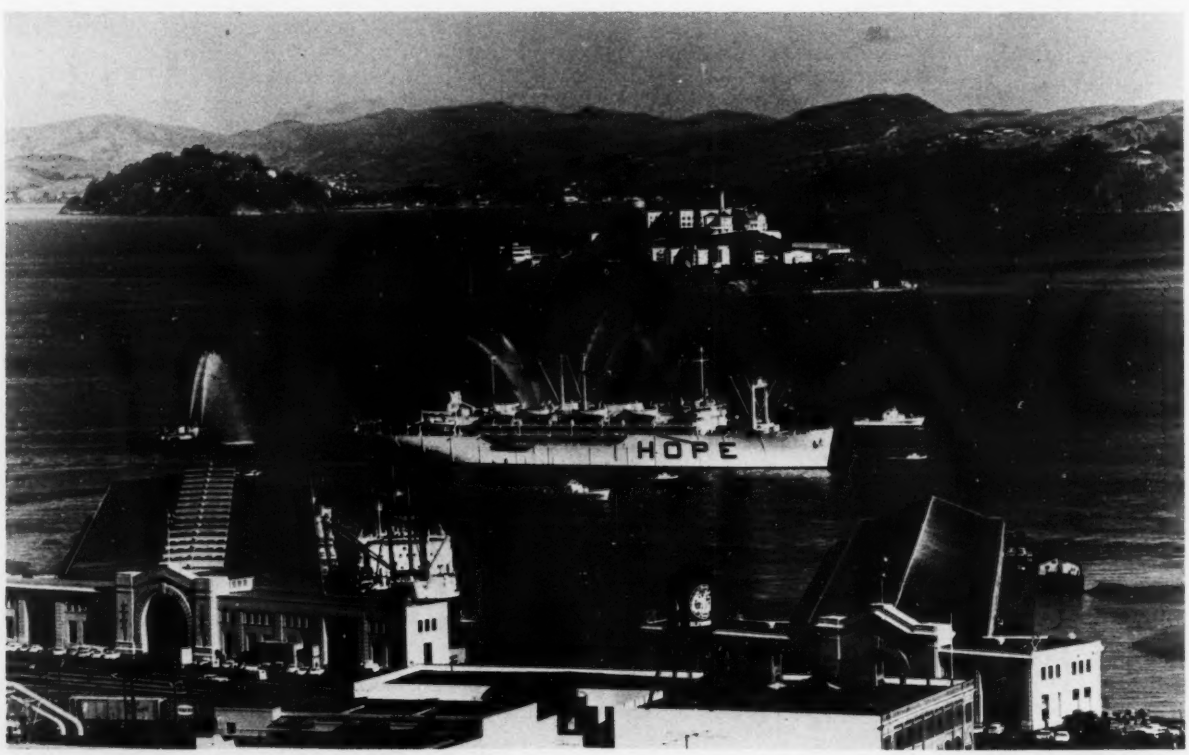
Hope personnel also work with local counterparts in the fields of medical, nursing and health education at the Charles Nicolle Hospital in Tunis, Tunisia.

In Peru, Project HOPE personnel assist the National University of Trujillo with the planning of a new dental school. It will be the first dental school in the country located outside the city of Lima.

Dr. Walsh, Project HOPE founder, feels there probably never will be a second hospital ship like the SS Hope. "The project actually outgrew the ship," he said, "and can expand more rapidly and flexibly now.

"Every idea has a life span, I think," he added. "Hope was certainly a fine and worthwhile one, but its time had come."

The world's first peacetime hospital ship, SS Hope, sailed from San Francisco in 1960 on her maiden voyage.



As chairman of Project HOPE, a non-profit organization, he leased USS Consolation, an idle Navy hospital ship, for a token fee of $1 a year. With the help of contributions from private citizens, companies, health educators and medical professionals, the now legendary SS Hope came into being.

The ship had a medical library, threater, church, classrooms, dining room, recreational facilities, equipment repair shop, radio station, soda fountain, bakery, butcher and barber shops. She also housed a 140-member staff.

The 520-foot-long Hope carried her own vehicles and the 7,000 tons of supplies used on each voyage. In addition, the ship's power plant generated electricity sufficient to light a city of 12,000 people. Hope was equipped with 108 beds, a pharmacy, clinical laboratory and blood bank.

The objective of the Hope staff as she sailed from country to country was to promote trust and friendship between the United States and other nations, as well as to heal, teach and learn. Many of her staff doctors were volunteers and only token wages were paid to nurses and other aides.

Thirteen areas were visited on Hope's first voyage, among them Borneo, Java, Sumbawa, Hong Kong and Vietnam. When the Hope called at a port, local doctors, nurses and students were invited to board and observe, exchange ideas and receive training in health techniques.

A closed-circuit television system allowed local doctors to watch surgical operations. Sometimes a Hope staff doctor would perform an operation while a local one watched, then the process would be reversed.

Hope nurses, with the aid of translators, counseled patients with regard to proper diet. Hopies, as members of the ship's staff were called, local people and students all worked together to upgrade health care available in undeveloped areas of the world.

Over the last 14 years, SS Hope has helped combat disease in such places as Guinea, Nicaragua, Colombia, Ceylon, Tunisia, Jamaica and Brazil.

Before the ship was officially retired in April 1974, Hope's staff had treated an estimated 200,000 persons. More than 7,000 physicians, dentists and nurses were given training by the nearly 2,500 American personnel who worked aboard the ship at one time or another. All volunteers, they were motivated by diverse reasons which might be summarized by one phrase, a desire to help their fellow men.

Although Project HOPE no longer operates medical ships, it is still helping people in less fortunate countries with its land-based hospitals, treatment centers, and schools.

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SS Hope enters Philadelphia harbor on her last voyage.

Guam is good!

By J01 Dan Hansen
MSC, Far East

Photos by Lt. Larry R. Fetterly

"Guam is good" is the unofficial slogan of the island of Guam, one of the largest of the Marianas Islands in the Western Pacific.

Truth of this statement is something that has to be decided on an individual basis, but in the area of professional expertise and everyday responsibilities, Guam *is* good for the five men who comprise the Military Sealift Command Office, Guam.

Located at the Naval Supply Depot on Guam's Apra Harbor, the office has the responsibility of coordinating the movement of Defense cargo to and from Guam and the Pacific Trust Territories. Guam is one of seven MSC offices under the command of MSC, Far East.

"The management and responsibilities of running a Military Sealift Command office are the most interesting of any job I have held," says Commanding Officer Lt. Cmdr. Ted O. McDaniel, 37, of Pineville, La., who has held his present position since October 1972. "It has been a thoroughly satisfying tour of duty where positive fruits of your labor can be seen."

MSC chartered ships calling at Guam are the primary concern of office personnel and their arrival and departure generates a flurry of activity.

Prior to the arrival of MSC controlled vessels, a conference is held with Navy supply depot personnel to plan efficient cargo operations and ensure rapid turnaround of the ship.

Also consulted are other interested organizations. Naval station port operations arranges for tugs and a pilot; the commercial port harbor master coordinates ship movements in outer Apra Harbor; commander of naval forces Marianas passes information on special interest vessels; Guam customs and immigration arranges

Lt. Cmdr. Ted O. McDaniel, commanding officer, catches up on paperwork in the MSC Office, Guam.

required inspection of ships and commercial agents arrange husbanding services for chartered and contract operated vessels.

The ships are boarded immediately after arrival by a Guam office representative. Orders concerning port cargo operations, supply requirements and any other information that will affect the ship while it is in port are passed to the master and chief mate. The representative or boarding officer visits the ship each day it is in port to ensure proper coordination between the ship and shore based commands.

CPO Martin L. Hargraves, 33, Kountze, Texas, is the Guam office's cargo and boarding officer. He doubles as military customs inspector.

"I really enjoy the job of boarding ships, which I consider the real working end of MSC," he said. "I like meeting the ship masters and chief mates and working with them to resolve problems that come up. Personally, my biggest challenge in the job is staying on top of the paperwork and reports that have to be maintained. I'm a boatswain's mate and haven't had much experience with paperwork. But, other than that, I consider this tour of duty a unique and worthwhile experience."

During the past several years, the growth of container movement has increased in MSC's Far East cargo operations, and today is one of the largest responsibilities of the Guam office. Container cargo offered to the MSC Office, Guam by the shipper services is booked on both U.S. Lines and Matson Navigation Co. vessels.

West Coast-bound cargoes are booked by the office on available carriers, taking into consideration the number of ships calling at Guam and required delivery dates of the cargo. In addition, the office ensures that containers are delivered to the shipper service by the carrier to allow sufficient time for stuffing prior to the departure of the vessel.

"Container delivery and demurrage problems are probably the most challenging we have," said Commander McDaniel. "It's a continuing problem that arises from a number of individual problems. For instance, there is a lack of adequate commercial container yards and drayage equipment, both in quantity and quality. Many of the consignees on the island do not have sufficient storage facilities. This is compounded by the fact that Guam is an island totally dependent on shipping for all food stuffs, clothing, raw materials and essential every-day goods. Frankly, it's a problem we haven't been able to completely resolve."

"But we have an interesting job of many facets and it does keep the Navy man jumping to learn an altogether new way of life," said PO1 Robert E. Fischer, 34, Richland Center, Wisc. Fischer is the office administrative assistant and handles the paperwork involved in container operations.

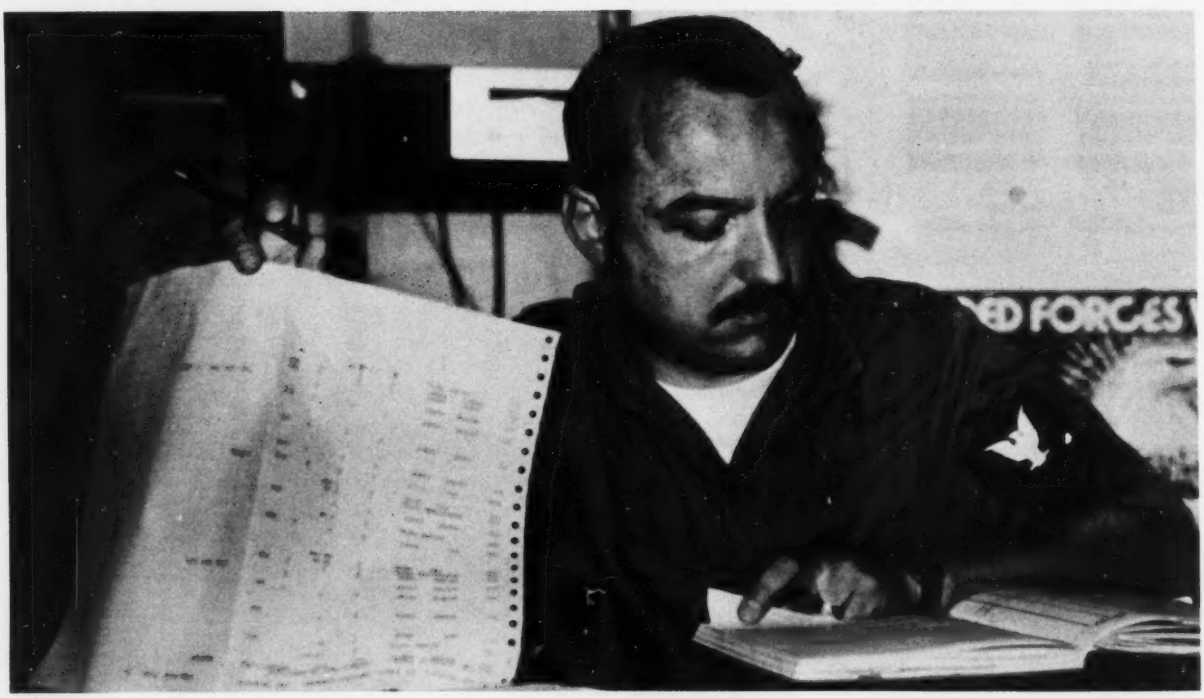
"It's completely different from any work I've ever done," he continued. "I think my biggest responsibility is the coordination between civilian carriers and the military regarding container service and trying to help bring about a satisfactory level of understanding between the two. I would recommend a tour in an MSC office for any Navy yeoman who really wants an out-of-the-ordinary tour of duty."

PO2 Ronald L. Thiede, 27, Grand Forks, N.D., is a Navy yeoman and works with Petty Officer Fischer as an administrative assistant.

"This assignment is different from any other I've had," he explained. "After the initial shock wore off, I settled into the job and found it both interesting and fulfilling. Now I feel my biggest challenge is planning my work each day and looking ahead to see where I might save

CPO Martin L. Hargraves discusses cargo loading with Capt. T. B. Castle, master of SS Transcolorado.

Lt. Larry R. Fetterly, executive officer, discusses arrival and departure schedules in Guam harbor office with Antonio Perez (standing) and Emery Neal.



PO1 Robert E. Fischer checks cargo offerings.

myself some valuable time by using the most efficient method of completing projects."

The executive officer's position in the office is held by Lt. Larry R. Fetterly, 28, Austin, Minn.

"It is a rewarding experience to be in a job where constant liaison with other people and organizations is the watchword, since I like working with people rather than things," he said. "Working in the transportation field has enlightened me on the many problems of logistics and should give me a valuable background for future jobs. The most interesting part of my position is marine casualty investigations. Each side has its own story and I have to sort the wheat from the chaff in order to determine the facts."

The general opinion of MSC, Guam personnel of their jobs is that it is an experience unique in their careers and far removed from the average tour of Navy duty. On the other hand, their opinions of the physical environment on Guam differ.

Commander McDaniel cites the sporting activities of the island. "For the sports-minded family or those enjoying outdoor life, Guam can be an enjoyable and rewarding tour of duty once everyone realizes his boundaries are physically limited and that material goods and services also are limited. The opportunities for those interested in swimming, sailing, skin or scuba diving and other water oriented sports are boundless."

Lieutenant Fetterly and Petty Officer Thiede like the scenery and people of Guam but feel that the tropical weather leaves a bit to be desired. Petty Officer Fischer prefers the four seasons of the Midwest.

Chief Hargraves, however, likes Guam. He has served there before, volunteered for his present tour of duty and intends to request assignment to the Navy's Ship Repair Facility on Guam when he leaves the office.

Guam is one of those places that leave no room for middle-of-the-road feelings. It is either liked or disliked. ⚓

Editor's note:

As *Sealift* was going to press we learned that Lt. Cmdr. Ted O. McDaniel was relieved last month as commanding officer of MSC Office, Guam, by Lt. Cmdr. Corydon R. Gifford.

Lieutenant Commander McDaniel has joined the crew of the aircraft carrier USS Hancock. Lieutenant Commander Gifford was assigned the Guam post after attending the Naval School of Transportation Management in Oakland, Calif.

PO2 Ronald L. Thiede processes paperwork.

Sampling The Ocean Floor

By Capt. Robert W. Broom

Core specimens are examined by Steve Selwyn (left) of Lamont Doherty Laboratory and Dr. Fred Bowles, a Navy scientist.

While man may know even less about the oceans than he does about space and the world's land masses, by bits and pieces the mysteries of the seas are being solved through the efforts of various government and private agencies.

One such effort took place in May and June this year when scientists aboard USNS Kane successfully conducted tests of a prototype ocean bottom sampler that promises to give a clearer picture of the sub-surface of the ocean floor.

The mechanism, basically an 80-foot-long, 5-inch pipe, was used to take soil samples 2½ miles beneath the surface of the Atlantic Ocean.

Scientists from the Naval Oceanographic Office (NAVOCEANO) and Lamont Doherty Laboratory at Columbia University obtained several 80-foot-long soil cores which still are being analyzed.

The cores show the nature and composition of the sea floor and help assess its ability to support objects such as deep sea habitats and communications cables linking world nations.

Coring operations began in 1952. But, until now, standard cores taken by the Kane and her

two sister ships were 2½ to 3 inches in diameter. The smaller pipes required 2,000 pounds of lead weight on top to push them to the required depth. The new heavier pipe eliminates this requirement although it is more difficult to handle.

Kane is a 385-foot oceanographic survey ship. Others in the same class are Silas Bent, Wilkes and Wyman, all operated by Military Sealift Command and under technical control of NAVOCEANO. Wyman, however,is engaged in other oceanographic operations and is not equipped for coring projects.

Frank A. Anderson, NAVOCEANO senior representative aboard Kane, said the advantage of the 5-inch pipe over the smaller one is that there is less disruption of the micro structure of the core. The center portion is less disturbed than the center of a 2⅓-inch core. Coring operation was accomplished by connecting four 20-foot lengths of 5-inch pipe, using only the bow thruster to maintain ship's position and keeping the wire lead as vertical as possible.

The pipe was lowered nearly 200 feet a minute with a tension of 1,500 pounds. It took about 1½ hours and 4,500 meters (14,850 feet) of 9/16th-inch cable to reach the bottom.

A sonar pinger was attached to the cable 165 feet above the end of the pipe to determine where the ocean bottom was in relation to the corer tip.

A trigger weight was hung a little more than 30 feet from the pipe's tip. When the weight touched the bottom, a tripping mechanism allowed the pipe to drop.

The weight of the coring pipe literally drove the pipe into the ocean floor thereby obtaining the core specimen.

It took 9,000 pounds of pull to dislodge the pipe from the bottom.

A preliminary study of the core was made aboard Kane by X-ray. Anderson said the new device was "very satisfactory. The instrumentation and handling capability on the ship were very adequate and it is feasible to use the coring device aboard Kane and other ships of her class."

Kane and her sister ships operate in nearly every ocean gathering oceanographic data that may eventually solve some of the ocean's puzzles. ⚓

Coring pipe is hoisted over railing before lowering. From left are Dale Chayes, Danial Fornari and Steve Selwyn, all of Lamont Doherty Laboratory; Kane First Officer Edward Burns, and James Delinski.

Cdr. A. W. Gomer, commanding officer of MSC Office, Port Canaveral (right), presents the Jones F. Devlin Ship Safety Achievement Award to Capt. Richard Gregg, master of the USNS Bartlett. The award is sponsored by the American Institute of Merchant Shipping and the Marine Section of the National Safety Council. Bartlett crewmen earned the honor for 1,664 consecutive days without a lost-time accident.

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